



Housing Infilling the Footprint of Sustainable Community Strategies

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Sustainable Communities Strategies Update Workshop

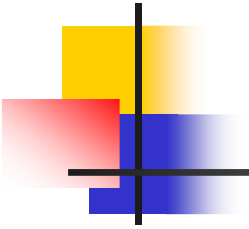
Sacramento, May 9, 2011



SB 375 Legislative Intent

Strengthened existing statutory provisions requiring the existing regional housing planning process, to be further coordinated and integrated with regional transportation planning.

(Government Code Sec. 65584.04(i)(1))



Related Regional Housing Needs Allocations (RHNA) objectives for Housing Element Updates

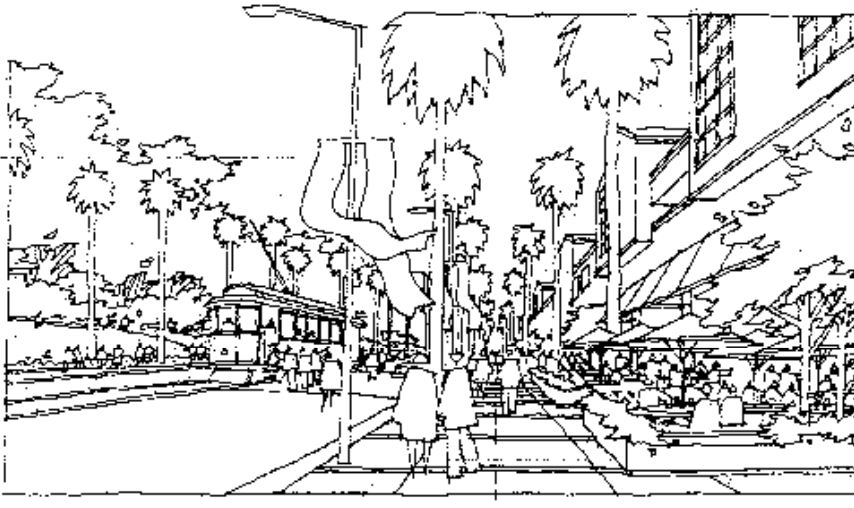
- Increasing housing supply & mix of housing types, tenure & affordability
- Promoting infill development & socio-economic equity, protection of environmental & agricultural resources, & encouraging efficient development patterns
- Promoting improved intraregional jobs-housing relationship

Common Objectives of Sustainable Community Strategies (SCS') & State Housing Law

- Accommodate growth
- Adequate housing supply
- Improved jobs-housing & relationships
- Infill development, compact development patterns
- Promoting affordable housing
- Higher densities
- Transit-oriented development
- Reduced constraints re: parking standards, height limits, etc.
- Zoning for adequate development capacity with environmental clearance and for infrastructure access & feasibility
- Streamlined permit processing & regulatory certainty
- Conserving energy
- Housing all income levels, mix of types



First published in 1994 . . .



**THE LAND USE - AIR QUALITY
LINKAGE**

How Land Use and Transportation Affect Air Quality

1997 Edition

From the Conclusion:

"Such strategies can work in combination with other air quality programs . . . to decrease reliance on single occupancy vehicles, reduce vehicular emissions, and control stationary sources of air pollution, as necessary ingredients in the recipe for cleaner air."



RHNA vs. SCS

RHNA

- Planning process to accommodate projected housing need via general plan housing element
- Key in implementing state housing goals, a “matter of statewide interest”
- Projection period is short-term, e.g. 10 years

SCS

- Forecasts regionwide development pattern integrated with transportation measures, to achieve GHG target if feasible
- Does not supersede the land use authority of cities and counties
GC 65080(b)(2)(K)
- Must consider state housing goals - *GC 65080(b)(2)(B)*



RHNA - SCS Relationship

RHNA-Plan

- Must be consistent with the development pattern of the SCS. (*GC 65584.04*)
- Allocations must be adjusted for overconcentration of lower income households

SCS

- Must accommodate the RHNA-Determination (*GC 65080(b)(2)(B)*)
- Must avoid disparate impacts



Balance Concentrating Development

- In a manner avoiding displacement pressure on transit-dependent or core riders with car-owning households less likely to regularly use transit
- Many of whom are low income, renter, and non-white households

Three Stages of the RHNA Process

I.

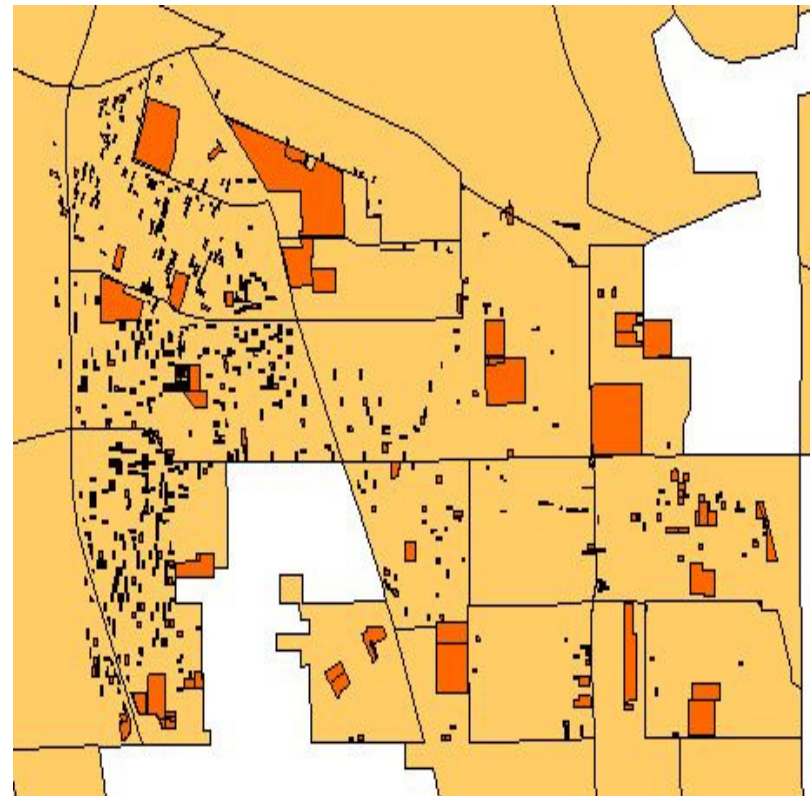
II.

III.

RHNA Determination	RHNA Plan <i>To be consistent w/SCS development pattern</i>	RHN Allocations
Issued by HCD	Developed/adopted by COG	To be accommodated in each housing element
Regional	Allocates to (not within) all jurisdictions	Allocation of individual jurisdictions
By 4 income categories	By 4 income categories	By 4 income categories
Result of HCD-COG Consultation	Subject to HCD Review and Approval	Local government decides which sites w/in city or county, subject to HCD review

COG Allocates RHNA - Housing Element Land Inventory must accommodate RHNA

- Current & proposed sites for residential development within planning period, which may include:
 - Infill sites
 - Transit Oriented Development sites
 - Undeveloped sites
 - Redevelopment sites
 - Mixed Use sites
 - Sites to be annexed
 - Preservation units



May require rezoning – thousands of acres to be rezoned in current housing elements



CEQA to Facilitate Projects Consistent with SCS

1. For Transit Priority Projects (TPPs)*:
 - a) Sustainable Communities Environmental Assessment & Limited EIR
(*Excludes cumulative and growth inducing impact analysis;
standard of review is "substantial evidence" rather than "fair argument"*)
 - Or b) Statutory Exemption
(*similar to existing infill exemption w/additional criteria*)
2. Limits on EIR Analysis for "Mixed Use Residential Projects"
(MURP's)

TPP criteria:

- >/= 50% residential FAR of .75
- At least 20 DUA
- Located within 1/2 mile of either a major transit stop as defined or
- A high quality transit corridor included in the RTP, service as defined

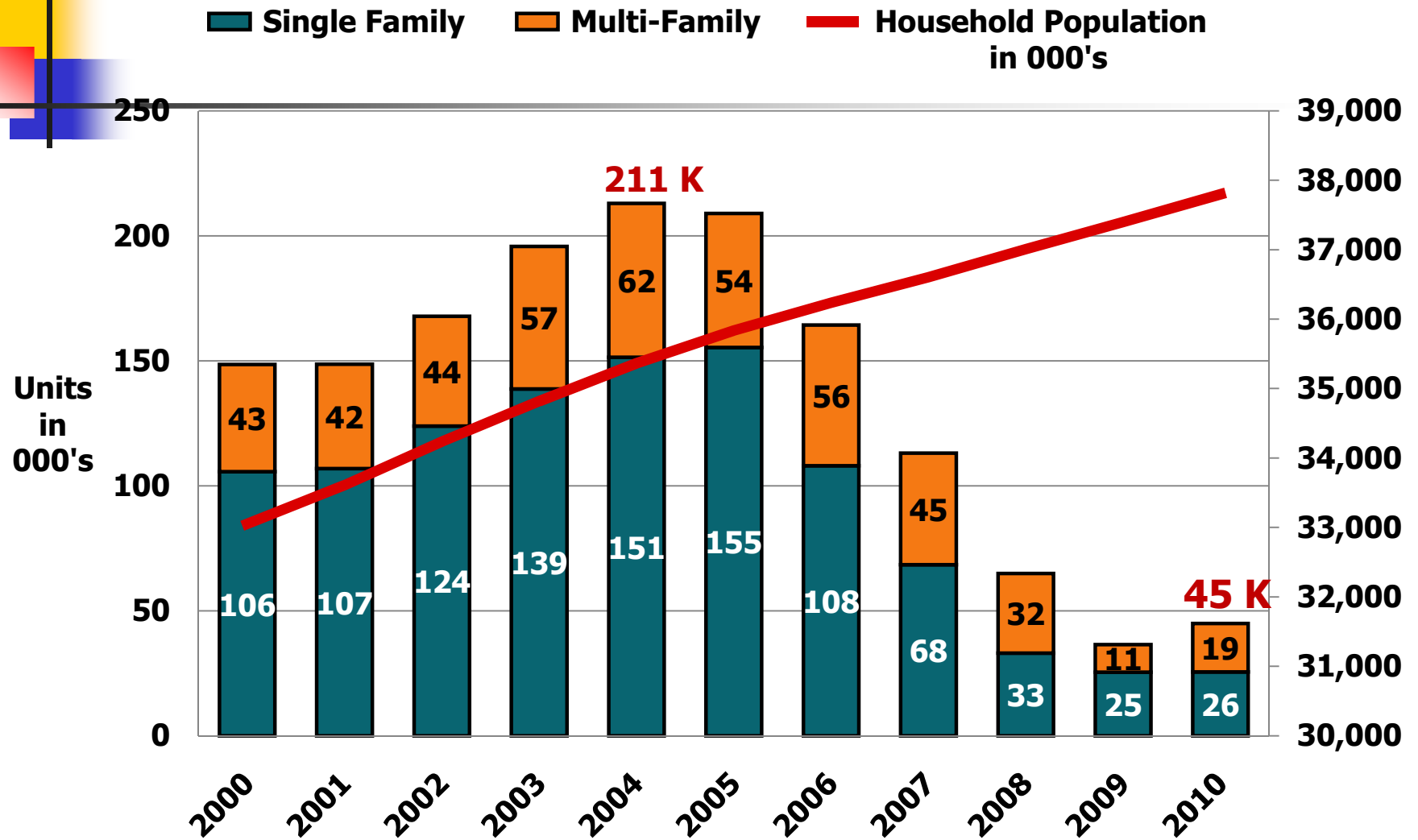


SCS strategies of RTP (or APS) for meeting GHG targets

Strategies must work in concert to minimize driving - constraints on viability or effectiveness of any one of these increase need for the others

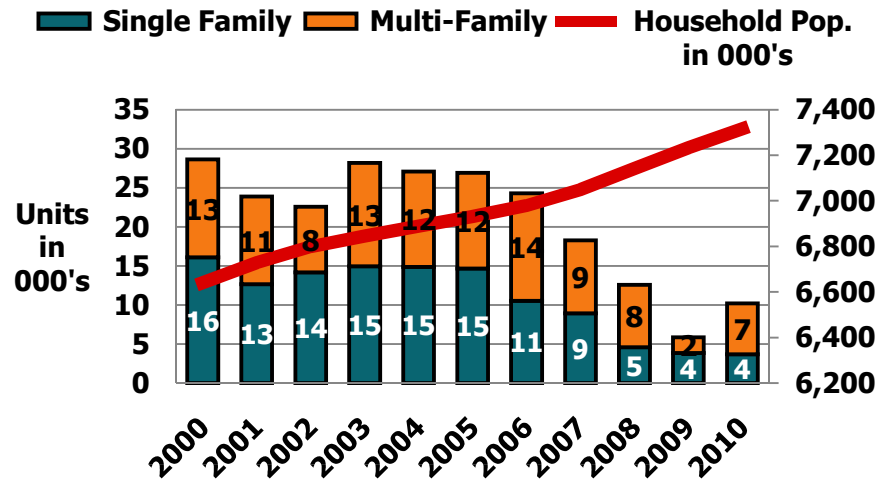
- Land-Use development patterns
- Transportation Network planning
- Transportation Demand Management strategies, e.g. pricing
- Transportation System Management strategies

California Household Population Growth & New Housing Permits 2000 - 2010

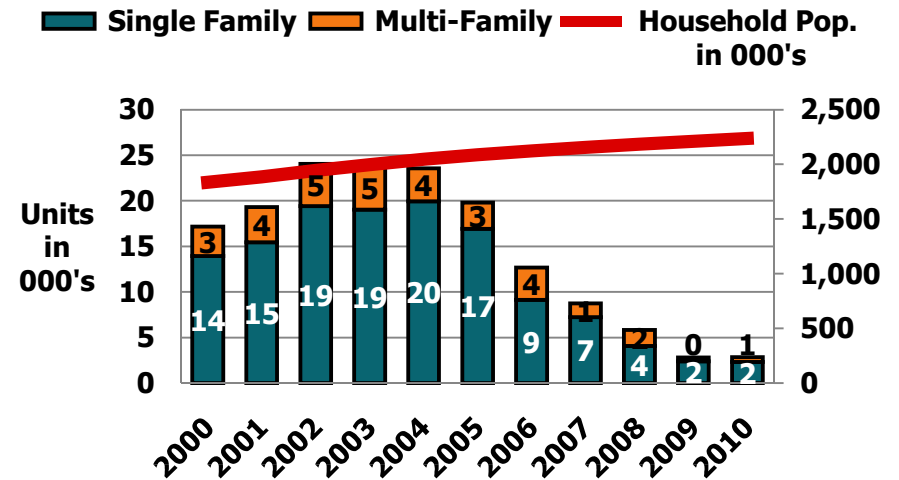


Household Population & New Housing Permits 2000-2010

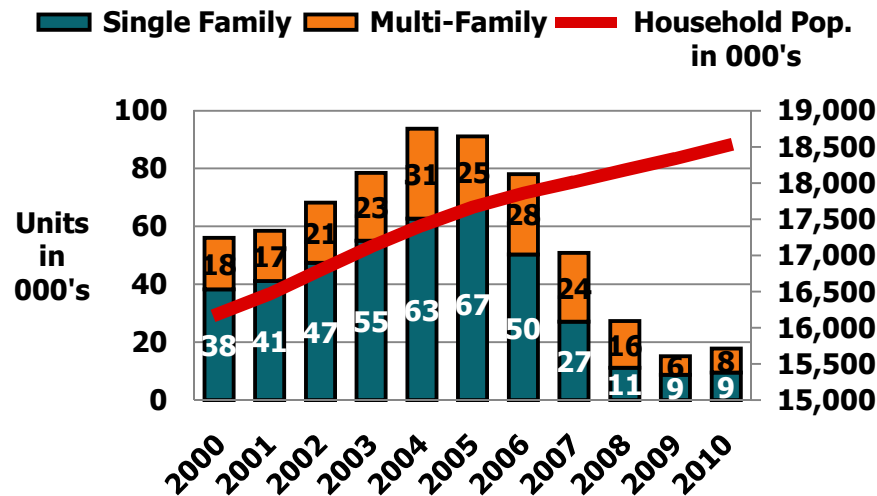
ABAG Region



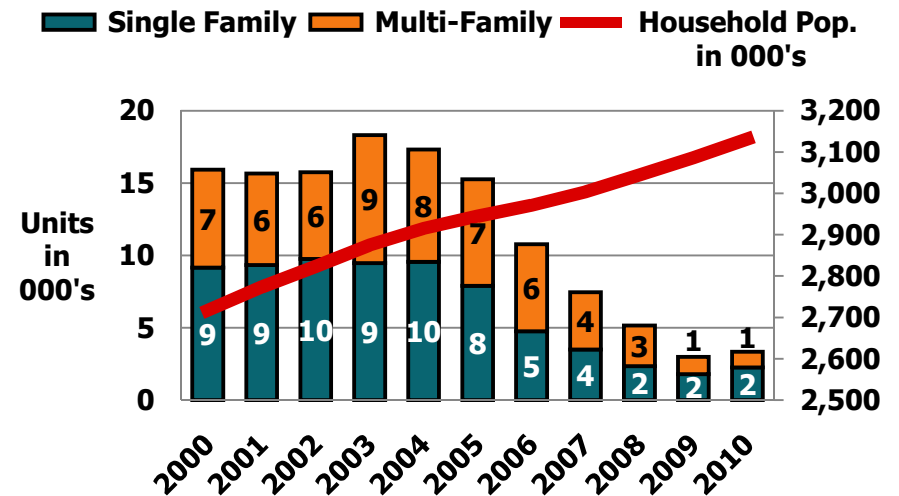
SACOG Region



SCAG Region



SANDAG Region





Implementation Challenges

- Reconciliation of competing public policy objectives
- Implementation of higher density in existing neighborhoods
- Limited resources, lack of funding
- Long lead time for both transit-dependent & assisted housing projects
- Increasing air quality regulation constraints
- Regulatory uncertainty at project level, esp. re: CEQA



Obstacles to TPP Housing Developments Need to be Overcome

- Often LOS mitigation standards working against infill development
- Excessive parking standards
- Overly restrictive Stormwater Runoff regulations
- No-build buffer policies near major roads, freeways & transit stations in effect favoring greenfield development
- Community resistance, lack of political will for change
- Lengthy, discretionary, uncertain entitlement processes

CA Dept. of Housing & Community
Development (HCD)



Stakeholders Need to Work to Harmonize . . .

- Long range planning & modeling with a more supportive entitlement process
- Better fit of transit accessibility to jobs by all household income levels
- Key land use planning objectives with regulation of public health objectives
- A slowly recovering economy, restructuring of the country's housing finance regulatory system, and strained public sector



For more information, including housing element update schedules...

Visit our website

<http://www.hcd.ca.gov/hpd/SB375.html>

Use comment form for questions:

<http://www.hcd.ca.gov/comments/>

